

City of Seattle

ENVIRONMENTAL CHECKLIST

A. BACKGROUND:

1. Name of proposed project, if applicable:

2013 Bike Share Code Amendments

2. Name of Applicant:

City of Seattle

3. Address and phone number of applicant and contact person:

Ann Sutphin
(206) 684-8374

City of Seattle Department of Transportation
700 Fifth Avenue, Suite 3800
P.O. Box 34996
Seattle, Washington 98124-4996

Angela Steel
(206) 684-5967

City of Seattle Department of Transportation
700 Fifth Avenue, Suite 2300
P.O. Box 34996
Seattle, Washington 98124-4996

4. Date checklist prepared:

April 30, 2013

5. Agency requesting checklist:

City of Seattle Department of Transportation (SDOT)

6. Proposed timing or schedule (include phasing if applicable):

The amendments may be considered by the City Council in the second quarter of 2013.

7. Do you have any plans for future additions, expansions, or further activities related to or connected with this proposal? If yes, explain:

Yes, a term permit ordinance may be obtained by a non-profit group to administer a bike-share program in the City right-of-way.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal:**

None

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain:**

No

10. **List any governmental approvals or permits that will be needed for your proposal, if known:**

The proposed amendments will require adoption by the City Council. A term permit ordinance may be obtained by a non-profit group to administer a bike-share program in the City right-of-way. Individual bike share facilities will require a Street Use permit authorizing the placement of the proposed facility.

11. **Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.**

Proposal Description

This is a non-project proposal amending and adding provisions in the Seattle Municipal Code relating to a bike share program. These amendments include authorizing the use of the curb space for bike share activities under Chapter 11.23, and authorizing bike-share-related vending in the public place under Title 15.

12. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

This is a non-project proposal amending the Seattle Municipal Code by providing for bike share vending under Title 15, and use of the curb space under Chapter 11.23 within the City of Seattle right-of-way. The bike share program will prohibit bike share station locations that abut lots zoned RSL, SF, L1, L2, L3, or L4.

B. ENVIRONMENTAL ELEMENTS:

1. Earth

- a. **General description of site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.**

This non-project proposal applies to all of Seattle's paved public right-of-way. Seattle's paved public right-of-way exists on flat, rolling, hilly and steep slopes. All potential bike share station sites proposed by this non-project proposal would occur on

existing paved rights-of-way. Topography may restrict some areas from being feasible bike share station locations.

b. What is the steepest slope on the site (approximate percent slope)?

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

This non-project proposal does not involve construction activity and applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe

Not applicable to this non-project proposal that does not involve construction activity. This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.

Not applicable to this non-project proposal. This proposal does not involve construction activity.

f. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

Not applicable to this non-project proposal. This proposal does not involve construction activity.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Not applicable to this non-project proposal. This proposal does not involve construction activity.

h. Proposed measures to reduce or control erosion or other impacts to the earth, if any:

Not applicable to this non-project proposal. This proposal does not involve construction activity.

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

There is no construction associated with this code amendment.

The indirect effect of this non-project proposal may result in an increase of vehicle emissions during the installation of the bike share stations. The approximate number of station sites will be a maximum of 160 city-wide, however, it is not probable that emissions would have a significant adverse impact on air quality in the City.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

Not applicable to this non-project proposal.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

This non-project proposal will not result in significant adverse emissions or other impacts to air.

3. **Water**

a. **Surface Water:**

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Several water bodies are near public right-of-way within the City of Seattle.

- 2) **Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

b. **Ground Water:**

- 1) **Will groundwater be withdrawn or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 2) Describe waste material that will be discharged into the ground for septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable to this non-project proposal. This proposal does not involve construction activity.

c. **Water Runoff (including storm water):**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable to this non-project proposal. This proposal does not involve construction activity.

d. **Proposed measures to reduce or control surface, ground or runoff water impacts, if any:**

This non-project proposal will not result in significant adverse surface water, groundwater or storm water runoff impacts.

4. **Plants**

a. **Check the types of vegetation found on the site:**

- ☒ Deciduous tree: alder, maple, aspen, other
☒ Evergreen tree: fir, cedar, pine, other
☒ Shrubs
☒ Grass
☒ Pasture
☒ Crop or grain
☒ Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
☒ Water plants: water lily, eelgrass, milfoil, other
☒ Other types of vegetation

Most terrestrial vegetation types listed above could be found in the planting strip or other unpaved portions of the public right-of-way in the City of Seattle.

b. **What kind and amount of vegetation will be removed or altered?**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

c. **List threatened or endangered species known to be on or near the site:**

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4. There is no endangered species habitat within any of the proposed bike share station sites. All bike share station sites will be located in a developed, urban environment in paved and landscaped road right-of-way. This proposal will not have probable significant adverse impacts to threatened or endangered species.

- d. **Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any:**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

5. **Animals**

- a. **Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:**

- **birds: hawk, heron, eagle, songbirds, other:** Birds that are likely to be found in the area include common urban species such as crows, pigeons, doves, starlings, and house sparrows.
- **mammals: deer, bear, elk, beaver, other:** Mammals that may be found in the project area would include rats, squirrels, and raccoons.
- **fish: bass, salmon, trout, herring, shellfish, other:** The proposal would not permit uses on the water.

- b. **List any threatened or endangered species known to be on or near the site.**

Threatened or endangered species are not expected to be found in the vicinity of the public right-of-way.

- c. **Is the site part of a migration route? If so, explain.**

Seattle's public right-of-way is developed and urban in character.

Seattle is within the Pacific Flyway, one of the four principal north-south migration routes for birds (including Canada geese, herons, and other birds) in North America. The Pacific Flyway encompasses the entire Puget Sound Basin.

- d. **Proposed measures to preserve or enhance wildlife, if any:**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

Seattle's public right-of way is developed and urban in character. Approval of proposed bike share station sites at existing improved urban locations subject to the provisions of this non-project proposal are not expected to result in probable significant adverse impacts to birds, mammals, or fish; birds migrating along the Pacific Flyway; or threatened or endangered species.

6. **Energy and Natural Resources**

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing etc.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Not applicable to this non-project proposal. This proposal does not involve construction activity. Indirect insignificant adverse effects of this non-project proposal may occur at the individual project level during installation. The bike share stations will be operated by solar power with the ability to have a back-up battery power source.

7. **Environmental Health**

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.**

This non-project proposal will not result in probable significant adverse environmental health impacts.

- 1) **Describe special emergency services that might be required.**

Emergency medical services, Seattle Police Department, or Seattle Fire Department may respond to request for service at a potential bike share station site.

- 2) **Proposed measures to reduce or control environmental health hazards, if any:**
The indirect effects of this non-project proposal will not result in probable significant adverse environmental health hazards.

b. **Noise**

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

This non-project proposal does not involve construction activity. Ambient noise typical of urban areas exists in Seattle's public right-of-way.

- 2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Not applicable to this non-project proposal. This proposal does not involve construction activity. The indirect effects of this non-project proposal may cause additional noise associated with the bike share station activity, including loading and operation of the bikes.

- 3) **Proposed measures to reduce or control noise impacts, if any:**

This non-project proposal will not result in probable significant adverse noise impacts. This non-project proposal will not allow amplified sound or noise-making devices in the public right-of-way.

8. **Land and Shoreline Use**

- a. **What is the current use of the site and adjacent properties?**

Not applicable to this non-project proposal. This non-project proposal applies to all of Seattle's paved public right-of-way.

b. Has the site been used for agriculture? If so, describe.

Not applicable to this non-project proposal. This non-project proposal applies to all of Seattle's paved public right-of-way.

c. Describe any structures on the site.

Not applicable to this non-project proposal. This non-project proposal applies to all of Seattle's paved public right-of-way.

d. Will any structures be demolished? If so, what?

Not applicable to this non-project proposal. This non-project proposal applies to all of Seattle's paved public right-of-way.

e. What is the current zoning classification of the site?

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.
City of Seattle's rights-of-way are located in all City zoning designations.

f. What is current comprehensive plan designation of the site?

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.
City of Seattle's rights-of-way are located in all City comprehensive plan designations.

g. If applicable, what is the current shoreline master program designation of the site?

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.
City of Seattle's rights-of-way are located in all City shoreline master program designations.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.
Some of Seattle's rights-of-way are located in environmentally sensitive areas.

i. Approximately how many people would reside or work in the completed project?

This non-project proposal applies to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

j. Approximately how many people would the completed project displace?

This non-project proposal will not have displacement impacts.

k. Proposed measures to avoid or reduce displacement impacts, if any:

This non-project proposal will not have displacement impacts.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This non-project proposal is intended to achieve greater compatibility with existing Comprehensive and Neighborhood Plans. The Transportation element of the Comprehensive Plan includes goals to ensure that transportation decisions, strategies, and investments are coordinated with land use goals and support the urban village strategy and

to design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.

The bike-share program proposal is consistent with the urban village strategy to enhance transportation choices throughout the city, especially in areas attractive to pedestrians and transit riders, with special emphasis on serving urban villages. This is also consistent with the Comprehensive Plan goals to preserve and protect the character of single-family residential areas.

The Bicycle Master Plan (BMP) sets forth a goal of tripling the amount of bicycling in Seattle between 2007 and 2017. The bike-share program would provide additional transportation choices for the public and help with achieving the ridership goal of the BMP.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

This non-project proposal will not provide housing units.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

This non-project proposal will not eliminate any housing units.

- c. Proposed measures to reduce or control housing impacts, if any:**

Not applicable to this non-project proposal. This proposal does not involve construction activity.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Not applicable to this non-project proposal. This proposal does not involve the construction of any new structures.

- b. What views in the immediate vicinity would be altered or obstructed?**

The indirect effects of this non-project proposal resulting from permitting bike share stations at locations that are subject to protection under the City's SEPA policies is not expected to result in a probable significant adverse impacts to views.

- c. Proposed measures to reduce or control aesthetic impacts, if any:**

This non-project proposal will not result in probable significant adverse aesthetic impacts.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

This non-project proposal will not result in probable significant adverse light or glare issues.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

This non-project proposal will not result in probable significant adverse safety hazard or view interference due to light or glare.

- c. What existing off-site sources of light or glare may affect your proposal?**

Ambient light and glare typical of urban areas presently exist in Seattle's paved right-of-way and will not affect the proposal.

- d. Proposed measures to reduce or control light and glare impacts, if any:**

The indirect effects of this non-project proposal will not result in probable significant adverse impacts requiring the implementation of mitigation measures to reduce or control light and glare.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

There are parks and other designated and informal recreational opportunities within and near Seattle's public rights-of-way areas.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**
This non-project proposal will not displace any existing recreational uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

The indirect effects of this non-project proposal will not result in probable significant adverse impacts requiring the implementation of mitigation measures to reduce or control impacts on recreation.

13. Historical and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

There are seven historic districts and over 350 designated landmarks within the City of Seattle. Seattle's rights-of-way lie within historic districts and contain or abut designated landmarks.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site?**

This non-project proposal applies to all of Seattle's paved public right-of-way and a proposed bike share station site may abut landmarks with historic, archaeological, scientific or cultural importance.

- c. Proposed measures to reduce or control impacts, if any:**

The indirect effects of this non-project proposal will not result in probable significant adverse impacts requiring the implementation of mitigation measures to reduce or control historical and cultural preservation. Proposed bike share stations located in Historical and Landmark Districts must comply with the Landmark Preservation Ordinance.

14. Transportation

- a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.**

This non-project proposal will apply to all of Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

The Director of Transportation shall review all bike share station applications to ensure that the approved site maintains access for pedestrians; and provides setbacks from alleys, curbs, and other street fixtures and amenities; and conforms to the Americans with Disabilities Act guidelines.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

This non-project proposal will apply to all of Seattle's paved public rights-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4.

The Director of Transportation shall review all bike share station applications to ensure that the approved site maintains access for pedestrians and setbacks for bus loading zones, and conforms to the Americans with Disabilities Act guidelines.

- c. How many parking spaces would the completed project have? How many would the project eliminate?**

No new parking spaces will be created with the code amendment. The indirect impacts of this non-project proposal on parking resources are addressed in Section D, Supplemental Sheet for Non-Project Actions. The indirect impacts of this non-project proposal will not result in probable significant adverse impacts to existing parking availability.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The indirect effects of this non-project proposal will not require new roads or streets.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

Seattle's public right-of-way is developed and urban in character. The bike share stations authorized by this non-project proposal will occur in Seattle's paved public right-of-way except right-of-way that abut lots zoned RSL, SF, L1, L2, L3, or L4. Water, rail, or air transportation may occur in the vicinity of a public right-of-way, however approval of proposed bike share station sites at existing improved urban locations, subject to the provisions of this non-project proposal, are not expected to result in any probable significant adverse impacts to any of the above-listed transportation modes. This non-project proposal will not use water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The indirect effect of this non-project proposal may result in an increase of vehicle trips to and from the bike share station locations. The approximate number of vehicle trips is unknown, however, any increase in vehicle trips would not result in a probable significant adverse impact on traffic. It is expected that the bike share program will provide more transportation choices and will not generate an increase in vehicle trips.

g. Proposed measures to reduce or control transportation impacts, if any:

This non-project proposal will not result in significant adverse transportation impacts. The indirect effects of this non-project proposal on transportation resources are addressed in Section D, Supplemental Sheet for Non-Project Actions.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

This non-project proposal is not anticipated to result in an increase need for Seattle Fire Department, SDOT, or the Seattle Police Department services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

It is anticipated that this non-project proposal will not result in probable significant adverse impacts on public services.

16. Utilities

a. Utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Seattle's paved public rights-of-way are extensively developed and are served by all the utilities listed above except for septic systems. Other utilities available include other communication services, cable television, and internet access.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed:

This non-project proposal does not involve construction activity. The proposed amendments are not expected to change potential demand for utility services or the specific services to be provided. Any potential utility connects will be addressed during review of Street Use permit bike share station applications on a project-specific basis. The indirect effects of this non-project proposal may result in vendors using electricity for the bike share station kiosks.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge.
I understand the lead agency is relying on them to make its decision.

Signature: A. Steel Angela Steel

Date submitted: 5/17/13

This checklist was reviewed by: [Signature]
Seattle Department of Transportation

Any comments or changes made by the Department are entered in the body of the checklist and contain the initials of the reviewer.

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering the questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed amendments to the Traffic Code under Title 11 and Sidewalk and Street Use Code under Title 15 would not result in any probable significant adverse impacts to the public right-of-way. As a result it is expected that the potential for increased impacts to water, air, or noise or additional release of hazardous substances is expected to not be significant. Greenhouse gas (GHG) emissions have also been considered, and no changes to GHG emissions are expected as a result of this non-project action.

Proposed measures to avoid or reduce such increases are:

As discussed above, it is not probable for indirect impacts of this non-project proposal to be significant. Individual bike share station site applications that may be approved under the proposal would be reviewed for their proximity to other uses.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

The proposed amendments to the Traffic Code and Sidewalk and Street Use Code would be unlikely to result in any probable significant adverse impacts to the public right-of-way. As a result, the potential for increased environmental impacts to plants, animals, fish or marine life is not significant.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

As discussed above, it is not probable for indirect impacts of this non-project proposal to be significant. Any potential impacts to plants, animals, fish, or marine life will be addressed during review of Street Use permit bike share station applications on a site-specific basis.

3. How would the proposal be likely to deplete energy or natural resources?

The proposed amendments to the Traffic Code and Sidewalk and Street Use Code would not result in any probable significant adverse impacts to energy or natural resources. As a result, the potential for increased depletion of energy and natural resources is not significant.

Proposed measures to protect or conserve energy and natural resources are:

As discussed above, the potential for indirect impacts of this non-project proposal are expected to not be significant. Any potential impacts to energy or natural resource use will be addressed during review of Street Use permit bike share station applications on a site-specific basis.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened, or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The proposed amendments to the Traffic Code and Sidewalk and Street Use Code would be unlikely to result in any significant adverse impacts to environmentally sensitive areas or other protected areas. None of the above-listed areas are located within right-of-ways where potential bike share station sites would be located. As a result, the potential for use of environmentally sensitive or protected areas is not significant as approved bike share station sites would only be allowed on existing pre-approved paved right-of-way within the City.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The indirect effects of this non-project proposal will not result in probable significant adverse impacts to environmentally sensitive areas or other protected areas.

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land and shoreline uses incompatible with existing plans?**

The proposed amendments to the Traffic Code and Sidewalk and Street Use Code would not result in any probable significant adverse impacts to existing land or shoreline uses. This non-project proposal is intended to achieve greater compatibility with existing Comprehensive and Neighborhood Plans. The Transportation element of the Comprehensive Plan includes goals to ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy and to design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The non-project proposal would not permit bike share station location that abut lots zoned RSL, SF, L1, L2, L3, or L4.

The bike share program proposal is consistent with the urban village strategy to enhance transportation choices throughout the city, especially in areas attractive to pedestrians and transit riders, with special emphasis on serving urban villages. This is also consistent with the Comprehensive Plan goals to preserve and protect the character of single-family residential areas.

6. **How would the proposal be likely to increase demands on transportation or public services and utilities?**

While the proposed amendments to the Traffic Code and program implementation could result in increased traffic or parking demand in some areas, the overall effect of the code amendments and program implementation on traffic and parking will not result in probable significant adverse impacts. Transportation and parking impacts are described below.

Transportation and Parking

The proposed amendments to the Title 11 Traffic Code would enable the SDOT Director to authorize the use of curb space or other parking spaces for bike share stations or other bike-share-related facilities that serve general public transportation purposes. The proposed

amendments to the Title 15 Sidewalk and Street Use Code would establish that vending bicycles, helmets, or other bike-share-related merchandise authorized by a separate permit is a permitted use of the right-of-way.

After the amendments to the Traffic and Street Use Codes are adopted, a bike share program term permit allowing the bike-share stations to be located within the public place for a term of years will be proposed to the City Council. After a term permit is approved, each bike-share station or bike-share-related facility would have to be approved by a Street Use permit.

As part of the program proposal, approximately 160 bike share stations would be installed from the spring of 2014 through 2016. The first phase of the proposed bike-share program will be launched in the spring of 2014 with approximately 50 stations being located in Downtown, South Lake Union, University District, and Capitol Hill. In 2015 and 2016, an additional 110 stations would be added and located in these same neighborhoods.

Approximately 50% of the 160 stations will be located in the curb space of the public right-of-way. The other 50% of the stations will be located on private property or other public right-of-way areas like plazas and sidewalks provided that adequate pedestrian and bicycle access is available. On average, each curb-space bike-share station would occupy 3.5 parking spaces.

Based on the above, for the 80 proposed bike-share stations that would be located in the curb space areas in Downtown, South Lake Union, University District, and Capitol Hill neighborhoods, approximately 280 (80 stations times 3.5 parking spaces per station) of the approximately 10,000 existing parking spaces in these neighborhoods could be converted from automobile parking to bike-share-station parking. The bike-share program will, however, provide more transportation choices to the public and may reduce automobile parking demand in the areas where the bike stations are located.

The Director of Transportation will review all bike share station Street Use Permit applications to ensure the approved site maintains access for pedestrians; and provides setbacks from alleys, bus zones, disabled-person parking zones, commercial loading zones, curbs, curb ramps, corner curb radii, and other street fixtures; and conforms to the Americans with Disabilities Act guidelines.

The direct and indirect effects of this non-project proposal and later program implementation will not result in probable significant adverse impacts to existing parking availability.

Public Services and Utilities

The proposed amendments are not anticipated to result in any significant adverse impacts on public services or utilities. The bike share station will primarily use solar power to operate. If this is not feasible, the bike share station may be served by the existing public electric utility. Although there may be instances of public services and inspections associated with the use in the right-of-way, along with the associated enforcement of permit compliance by SDOT, this is not expected to result in a substantial increase in the need for services or create probable significant adverse impacts on public services.

Proposed measures to reduce or respond to such demands are:

It is anticipated that this non-project proposal will not result in probable significant adverse impacts on public services. Any increase in demand for public services will be addressed through current permit and citation penalty fees associated with permitting and enforcing the proposed use. Further, the Director of Transportation may, on a project-specific basis, restrict the hours of operation and set other public service-related conditions on a proposed site. In addition, the Seattle Police Department may request that a SDOT permit be revoked if a nuisance condition exists. This non-project proposal will not result in probable significant adverse impacts on public services.

This non-project proposal does not involve construction activity. Any potential connections to utility services will be addressed during review of Street Use permit bike share station applications on a site-specific basis. The proposal is not expected to change demand for utility services or cause probable significant adverse impacts on public services.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

No conflicts are anticipated with local, state, or federal laws or requirements for protection of the environment.